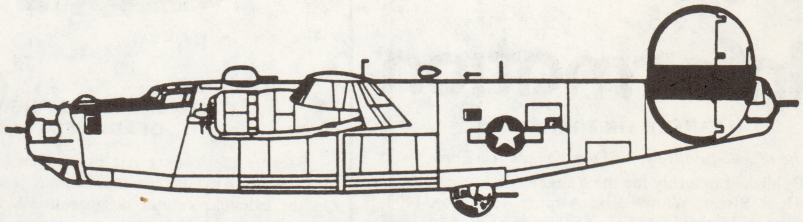

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Vol. 3 No. 4 APRIL 1984

CURRENT EVENTS
DIVISION NEWS
YAF SECRETARY FEATURE
MORE B-52
FORTY MISSIONS
AVIATION HISTORY QUIZ
PLANE PORTRAITS
RECOLLECTIONS

YANKEE AIR FORCE

B-24 RENDERING BY JOHN KONDON

Club Information

YANKEE AIR FORCE NEWS

The official publication of the Yankee Air Force Inc.

Published monthly for the Yankee Air Force Hangar 2041, A Street, Willow Run Airport, P.O. Box 1100, Ypsilanti, Michigan 48197. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Code Section 501 (C) (3). All copy and advertisements must reach the above address by the 15th of the month, for publication in the following issue.

Editor ..... John W. Syler IV
Assistant to the Editor ..... Barbara Sutton
Calendar ..... Stan Reich
Hangar Talk ..... Frank Modlinski
Aircraft Reports ..... Jim Hanford
Publication Advisor ..... Dennis Norton
Graphics ..... Joanne Daniels

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$ 25.00 prepaid per month for a (2) two inch ad.*(1)
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*(4) Prepaid for One Year = $2,200.00 (1 month free)
*(5) Prepaid for One Year = $4,950.00 (1 month free)

Special notice to advertisers: A member of the Staff of the Yankee Air Force News is available by mutual convenience to both discuss your advertising requirements and to prepare your ad for printing in our publication. Our Staff Artist is prepared to design your ad, should you not have a prepared ad for insertion to the Yankee Air Force News. Please feel free to contact the Editor to schedule a meeting with our Staff Artist, for your advertising needs. Please call: John W. Syler, IV at (313) 572-1779.

Subscriptions Available — $6.00 U.S. currency per year mailed within the United States and Canada. $9.00 per year mailed outside the U.S. and Canada. Write: Yankee Air Force News, P.O. Box 1100, Ypsilanti, MI 48197.

HEADQUARTERS COMMITTEE CHAIRPERSONS

Artifacts Catalogist ..... Les Reakes, 563-4636
Aircraft Procurement .. Darrel Lotridge, 852-4328
Aircraft Recovery and Technical Support ..... Ted Vedrody
B-52D Crew Chief ..... Rich Carpenter, 451-0282
Bookkeeper .....
C-47 Crew Chief ..... Fred Lockwood, 482-4120
Finance ..... Nancy Lockwood, 482-4120
Fire Marshall ..... Bill Walter, 941-4073
Fund Raising .....Norm Smallwood
F-86D Crew Chief ..... Scott Vetter, 721-3711
F-101 Crew Chief ..... Don Gillespie
Elections ..... Ed Hennessey, 348-0938
Hangar ..... Frank Modlinski, 427-5409
Hangar Rentals ..... Jack Spanich, 422-1616
Kitchen ..... Bill Abbott
Librarian ..... Barbara Cook, 769-2432
Maintenance Chief ..... Ron Haviland, 836-3732
Membership ..... John Marks, 721-3511
Museum Historian ..... Phil Lundy, 455-4438
YAF News Ads ..... Sam Stephens, 525-6492
YAF News Editor ..... John W. Syler IV, 572-1779
YAF News Distribution ..... Harvey Snitzer
Daily Operations ..... Russ Kenyon
Daily Operations ..... Bill Abbott
Pilot Certification ..... Mike LaPine, 485-7931
Photography ..... Clint Ray, 336-1040
Programs ..... Jim Hanford
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RF-84K Crew Chief ..... Ralph Gilpin
Ramp Crew Chief ..... Rich Carpenter, 451-0282
Retail Sales .....
Salvage Committee ..... John Spellich
Security ..... Ed Hennessey, 348-0938
Social Events ..... Barbara Parks, 697-7185
Supplies ..... Barbara Parks, 697-7185
T-33A Crew Chief ..... Darrel Lotridge, 852-4328

CALENDAR and YAF NEWS DEADLINES

Because the Yankee Air Force News is compiled at least a month in advance, the accuracy of items appearing in the calendar cannot be guaranteed. If you plan to attend any particular meeting, please check with the chairperson to confirm the time and place.

Calendar deadlines are the same as the YAF News deadlines. It is the responsibility of each Division to get calendar info and news to the YAF News by the first of each month, for publication the following month.

HANGAR AND ROOM RENTALS

The Yankee Air Force Hangar is available for aircraft rentals and room rentals. If you are a member and own an aircraft which is a military aircraft or you own a civilian aircraft which is at least 30 years old, you may wish to rent space for your plane in the YAF Hangar. Rents help fund the restoration and operation of the Hangar. Contact Jack Spanich, 422-1616.

MEETING ROOM RENTALS

Rooms are now available in the Hangar for rental to other groups. The cost is $1.00 per person with a minimum of $25.00. A group must have a member who is also a member of the YAF, and someone with a key must be present. Each application must be made to the Willow Run Division Board of Directors at least 45 days prior to the requested meeting night. The Board will then approve or deny the use of the room based on any conflict with YAF activities, conflict with lease agreements or activities or groups deemed to be in conflict with the goals of the YAF. The minimum $25.00 must be paid upon signing the rental contract, with the balance paid within 7 days after the meeting. Kitchen facilities may be used, but must be cleaned after use. It is the responsibility of the YAF member to insure that security is maintained and rooms are cleaned up afterwards. Contact Todd Hackbarth, 495-1111.

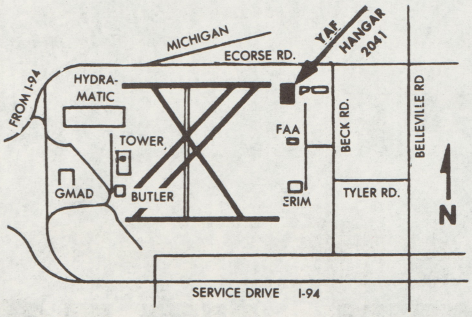
YAF HEADQUARTERS - WILLOW RUN AIRPORT

The Yankee Air Force National Headquarters, Museum, Hangar and Flight Line is located at historic Willow Run Airport, in Ypsilanti, Michigan. Willow Run was built in 1941 by the U.S. Army to be the air base for Ford Motor Companys B-24 bomber plant, located on the west side of the field. The airport was owned by the University of Michigan until the mid 1970s and is now owned and operated by the Wayne County Road Commission which strongly supports our efforts to preserve a part of the history of Willow Run and Southeastern Michigan, as well as historical aviation in general.

To drive to Headquarters from the East or South, exit from I-94 at Belleville Rd., drive North to Tyler Rd. (about 1 mile), turn left on Tyler, then turn right on Beck and proceed to the Airport entrance on Beck Rd. From the West or North, follow Ecorse to Beck Rd., turn South on Beck and proceed to the Airport entrance. The YAF is located in the Northernmost hangar on the east ramp.

Headquarters is always opens to all members who wish to visit or participate in restoration projects.

YAF HEADQUARTERS — WILLOW RUN AIRPORT



YANKEE AIR FORCE DIVISIONS

Headquarters, Willow Run, YAF First Division
Hangar 2041 (A Street)
Willow Run Airport (east side)
P.O. Box 1100
Ypsilanti, MI 48197
313-483-4030

Meetings 1st Wednesday of each month, 7:30 - YAF Hangar. All Divisions are encouraged to participate in the meetings at Willow Run and to be a part of the activities at National Headquarters.

Northeast, YAF Second Division
Essex County Airport
125 Passaic Ave.
Fairfield, N.J. 07006
201-575-9621

Meetings 1st Wed. of each month, 7:30, YAF Reddy Room at the rear of the Essex County Improvement Authority Building.

Mid-Michigan, YAF Third Division
Flint Bishop Airport
G-3101 West Bristol Road
Flint, MI 48507

Meetings 2nd Wednesday of each month, 7:00, Skybolt Aviation Hangar, Bishop.

WI/IL State Line, YAF Fourth Div.
Blackhawk Airways Hangar
Rock County Airport
Highway 51 S.
Janesville, WI 53545

Saginaw Valley, YAF Fifth Division
Harry Browne Airport
Saginaw, MI

Meetings 3rd Tuesday of each month. Career Opportunity Center, Saginaw, Michigan.

YANKEE AIR FORCE MEMBERSHIPS

Annual Membership ..... $ 25
Annual Membership - Spouse 10
Life Membership - (individual) 500
Senior Life Membership (over 60) 250
Corporate Membership - Minimum Annual Dues 500
Initiation Fee (one time fee paid by each new member upon joining) 10

Renewals must be received within 30 days after expiration, or member must renew as a new member with initiator fee.

INCOME TAX TIPS

Most of us know that donations are tax deductable, but do you know that your mileage, when you're working on a YAF project, is tax deductable, if you itemize your taxes, at the rate of 9¢ per mile, plus any parking fees you may incur. Keep a log. Also, any out of pocket expenses, such as extra calls on your phone bill, postage, supplies, copies, or any of the other many ways we all spend money for the YAF and don't turn in a bill. All this is tax deductable under "Contributions" or "Misc." on schedule A. You'd be amazed at how they mount up, but keep a log in case of an audit. Your dues are deductable, because the YAF is qualified as a non-profit organization.

EDITORIAL

As the editor of the Yankee Air Force News, I see perhaps more of the work that goes into the prosecution of the goals in making this organization work. I feel, that most of the membership is probably unaware of just how much time one of our members puts in on a daily basis in doing the "grunt work" of keeping the YAF a going concern. Just this past week, over a period of four days this guy, to my personal knowledge spent well over 16 hours, (and that is a conservative estimate) trying to sort out just one of the many problems that crop up every week in the operations of the Yankee Air Force. And, while the problems of each week and / or the activities he performs for our organization are different each week, he puts in a tremendous amount of time on work connected with this organization. Granted, there are other members who put in a lot of time in working for this organization, few, very few, I think, devote as much time, so selflessly to the YAF. As I said, during the week of March 11, this member really devoted an extraordinary amount of time to solving some of the problems connected with our club. And, because of the position he occupies, he hears a lot of the griping and complaints that an organization of our size has in abundance, but seldom, too seldom, does any member say to him:"Thanks, I think you're doing a great job!" Therefore, in this venue I encourage the membership to take a couple of minutes and say to him something like this:"thanks Dennis, I appreciate what you've done for the Yankee Air Force!" Remember, we all need to hear praise from time to time, even Presidents!

Editor's note: Due to conditions beyond our control, there is no Hangar talk this month.

John W. Syler, #910

DONATIONS RECEIVED

The Yankee Air Force wishes to thank the following people who have made major donations to the Yankee Air Force recently:

1. Mr. Chuck Newcomb; $1,000.00 B-52 Fund.
2. Mrs. Virginia Abos; $1,000.00 B-24 Fund, (Donation made in memory of her husband, YAF Member Ramon Abos).
3. Thomas Turner; $1,000.00 B-24 Fund.
4. Charlie Wooliver; $700,00 C-47 Fund.
5. Genevieve Sanders; $500.00 B-24 Fund.

This column will become a regular feature in the Publication and I encourage anyone who has made a major contribution of money, or knows of someone who has, please drop me a note, (Dennis Norton) so we can publish it.

PRESIDENTS REPORT

A lot has been happening around Headquarters lately. New Committee Heads have been appointed; Wilbur Sanders, PR; Vivian Willman, Retail; Norm Smallwood, Fund Raising and John Marks, Membership. Please call and volunteer to help, the big, busy season is fast approaching. These appointments should finish the annual realignment of personnel at Headquarters and I'm pleased to have them on board. Thanks to Sue Sullivan PR Chairperson and Terry Emery Retail Chairperson, for last year.

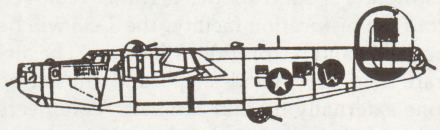
As part of our annual financial review, the books were audited by the Financial Committee and everything was found to be in order. Our largest financial area was Retail Sales and the audit showed everything to be in order, with Terry Emery's company showing approximately 20% net income in 1982, which he used to cover his expenses. Since early 1983 all purchases have been directly through YAF with no income going to any outside company. The audit and yearend reports are being completed by Treasurer Nancy Lockwood and our new Accountant Jack Kurkowski. Retail and Financial Committees have been joined as one group and all financial matters are now handled out of the financial offices in the Museum. So a lot of streamlining has been done and a lot of loose ends pulled in. Congratulations to all in the finance and retail areas for a job well done!

On February 29 the Headquarters Board drove to Flint for a meeting with the Mid-Michigan Division Board. And on March 13 drove to Saginaw for a meeting with the Saginaw Valley Division Board. These meetings were very productive; and part of one of my stated goals to improve communication with members and Divisions and bring us all closer together as one group. Meetings with the Northeast Division and Wisconsin-Illinois State Line Division are planned for the near future. I might point out that the costs of travelling to these meetings are being paid by the individual Headquarters Board Members; and we all should thank them for their efforts and for absorbing the expenses.

I encourage all of you to get active now, so the summer events will succeed in raising money and memberships for the YAF.

Enclosed is a questionnaire to help us at Headquarters know your needs and ideas. Please take a few minutes to fill it out and mail it in. It's your Yankee Air Force, tell us how it should be run.

Dennis Norton #001



PLANS BEING MADE FOR YANKEE AIR FORCE PARTICIPATION IN AIR SHOWS

We are planning on supporting and participating in the following airshows this summer. Please note these on your calendars. (As of this date, March 10, a date for the Willow Run Air Show has not been set due to lack of scheduling information from the Thunderbirds).

1. May 20 - "Howard Warren Fly-In" at Flint Bishop Airport in Flint Michigan, sponsored by the Mid-Michigan Division.
2. May 28 - "Memorial Day B-52 Dedication Ceremony" at Headquarters, Willow Run Airport.
3. June 8, 9 - "Big Rapids Festival", Big Rapids Michigan. Saginaw Valley Division will be supporting this airshow.
4. June 30 - July 1 - Selfridge ANG Base Michigan. Headquarters will be supporting this show.
5. July 7, 8 - Detroit City Airshow, Detroit City Airport. Headquarters will be supporting this show.
6. July 21, 22 - Saginaw Valley Division Airshow, Harry Browne Airport, Saginaw Michigan.
7. July 28 - Wurtsmith AFB, Oscoda Michigan. Headquarters will be supporting this show.
8. July 28 to Aug. 4 - Oshkosh - All Divisions will be supporting this show.
9. Aug. 18, 19 - "Flint Bishop Airshow", Flint Michigan. Mid-Michigan Division will be supporting this show.
10. Sept. 1, 2 - "Cleveland Airshow" - Burke Lakefront Airport, Cleveland Ohio. Headquarters will be supporting this show.

Please volunteer your time to help!

Non-Airshow Events on the Calendar

May 13 - 19 National Transportation Week. We'll have special tours of the Museum and B-52.

May 20 - Fly-in, Mid-Michigan Division, Flint Bishop Airport.

May 28 - Dedication Ceremony at Headquarters for the B-52 Memorial.

July 10 & 11 - National Council of Corvette Clubs will be holding its National Show at Willow Run, using the YAF Headquarters facilities.

A Country Music Jamboree is being planned in place of one of the dances this year, at Headquarters as a B-24 Fund Raiser.

Also in the planning stage is a Millionaires Party, also a B-24 Fund Raiser.

Please Volunteer to help!

MEMBERSHIP COMMITTEE REPORT

The Membership Committee met again at the Tin Lizzie for the month of February. All members of the Committee were present. Discussions included Conditional Life, Memberships, reinstating $25.00 a month over a two year period, for a total of $600.00. Also discussed was the revision of the current membership form, so the initiation fee will be more prominent, also discussed was Spouse Membership renewal dates to correspond with principal membership date. Both memberships would then be due at the same time. We would like to know how the membership feels about this change, as it would simplify the renewal process greatly. Any suggestions on this matter are welcome. Anyone interested in joining the Membership Committee, please contact John Marks, Committee Chairman, as all help is greatly needed! Looking forward to air shows, membership drives and many, many other actvities; looking forward to hearing from you.

John Marks, #829

YAF PROJECTS IN NEED OF HELP

1. Restoring for display, T-28 Engine & Prop.
2. Display Stands for Engines.
3. Restoration of two TFA-3 Jet Engines, for Display.
4. Rebuild our Lathe.
5. Change Wheel Systems on Retail Sales Trailer.
6. Hangar Bay Floor prepared for painting.
7. Restore Restrooms on West Side of Hangar.
8. Write Book Reports for Museum.

HANGAR/MUSEUM NEEDS

ELECTRICAL: S Hooks, Fixture Chains, 40 Watt Fluorescent Starters, Wire, Male Plug Caps.

MAINTENANCE EQUIPMENT: Ban Saw, Drill Press, Sheet Metal Break, Electric Sander, Industrial Floor Scrubber, Portable Air Compressor, Spray Paint Gun, Arc Welder, Acetylene Torch.

MISCELLANEOUS: Chains, Loading and Tie-Down Straps, Walkie-Talkies, Insulation, Cleaning Rags, File Cabinets, Chairs, Folding Tables, Folding Chairs, Ductwork for Heating Systems.

AIRCRAFT & HANGAR SUPPORT EQUIPMENT: Jeep, 4WD Truck, Tow Bars, Universal Tow Bar, Tools and Manuals for all Aircraft.

MUSEUM NEEDS: Mannequins, Uniforms, Paints, Spotlights, Theatre Chairs, 8mm Movie Projector, 3/4" Video Tape Player.

Mid-Michigan Division will hold its' second annual fly-in breakfast this May and will be a Memorial to Howard Warren who was killed last summer in a glider mishap in Lapeer County. Howard was a founding Board Member of Mid-Michigan Division. He belonged to the E.A.A. and if you attended last years fly-in breakfast, those were Howard's home built planes, displayed in the hangar.

We're planning on having War Birds on hand again this year, along with about 500 breakfasts. So bring family and friends and have a good time. Our Retail Sales trailer is coming along great and should be finished and in use by fly-in time. Times for the breakfast are 8:00 am until 12:30 pm Hotdogs and potato chips will be served in the afternoon. The date for this event is Sunday, May 20, 1984, at Sky Bolt Aviation, Bishop Airport, Flint, Michigan. See You There!

Richard Hinspeter #954 Liaison Officer, (MMD)

AIRCRAFT ON DISPLAY

1. **AD-4NA "Skyraider"** (USN/(USAF-1952) Douglas
2. **AT-6 "Texan"** (USAAC) North American (2).
3. **B-52D "Stratofortress"** (USAF/SAC-1955) Boeing.
4. **BT-13 "Valiant"** (USAAC-1943) Vultee.
5. **C-47B "Skytrain"** (USAAC-1945) Douglas.
6. **"Chipmunk"** (RAF-1952) De Havilland.
7. **"Ercoup."**
8. **F-101B "Voodoo"** (USAF-1956) McDonnell.
10. **L-17A "Navion"** (USA-1947) North American.
11. **PT-19 "Cornell"** (USAAC-1943) Fairchild.
12. **RF-84K "Thunderflash"** (USAF-1955) Republic.
13. **SNB-1 "Kansan"** (USN) Beech.
14. **SV-4C "Stampe"** (FAF-1953) Nord.
15. **T-33A "T-Bird"** (USAF-1951) Lockheed

T-33A

Darrel Lotridge, T-33 Crew Chief reports that the wing has finally made it to Willow Run and the T-33 is now ready to be restored. As soon as the F-101 is removed from the restoration facility, the T-33 will be moved in and restoration will begin. The aircraft is in very good shape and should be done externally by mid summer. Volunteers are needed. Call Darrel at 852-4328.

Northeast Division reports that work is underway to revitalize and upgrade the Martin B-24 Top Turret for the upcoming air show season. Volunteer help is needed to assist with this work. Projects include removal and overhaul of electric drive motors, cleaning and installation of gun sight wiring, (including possible acquisition of a K-15 gun sight) and installation of new and heavier casters. Additional work is also planned for mounting of charging mechanisms and, if time permits, installation of a noise simulating apparatus.

Jack Dekker

Restoration of the Convair L-13 is progressing rapidly. Stripping of the tubular steel structure has been completed. The next stage will be the sand-blasting of the steel tubing, after which the fuselage will be checked for alignment and cracks in the tubing and weld points. All welded joints will be checked and inspected by the dye testing method.

After it is assured that the fuselage is airworthy the dye will be removed and two coats of zinc-chromate primer paint will be applied to prevent corrosion.

The point has been reached where many small individual parts and components of the L-13 may be brought to members' homes or shops for restoration. Only those members found to be qualified for such work will be allowed to do this. Others not qualified, must work with the restoration crew on these accessories. If you entertain any thoughts of doing this work, see Otto Mueller for further details. You will be informed as to whether or not you are deemed qualified and if so the component will be supplied to you with instructions and a record of it made by Bob Misskerg for the L-13 inventory and log.

Many steel parts, after cleaning, will require cadmium plating. If any member has access to a source of cadmium-plating equipment or where it can be done for us, inform Otto Mueller.

As mentioned at our last membership meeting, all MAJOR improvements to our ready room, such as installation of our air conditioner, will be put on hold while your Executive Board negotiates for expanded facilities with Essex County and other nearby airports. This however, does not preclude the need for volunteers to undertake smaller scale projects, which can be done either at home or at the shop. Specifically, restoration of our Coke machine, refinishing of a vintage desk lamp, (donated by Bill Bielauskas) and some spring cleaning chores need attention.

Jack Dekker, Northeast Div.
Hangar Operations & Restoration

CURRENT EVENTS

On Saturday, March 17, for the fourth time in 12 months, members of the YAF from Willow Run Headquarters, assembled at the PBS station, Channel 56 in Detroit, to help answer phones and take pledges during their current fund raiser. Eighteen members consisting of Thurza & John Kopka, their son Wes, Patti Meyers and her sister Marlie Fortunato, Harry & Jackie Terpstra, Audrey Ray, Carol Gunther, Pat Wilkins, Barbara Parks and her daughter Gale, Stan Wiec, Marvin & Edith Hoffrichter, Wilbur & Genevieve Sanders and Barbara Sutton. Ken Sizeland from the Photo Committee came down to catch them all at their best. The group worked from 1:00 pm to 7:00 pm and helped raise over $20,000.00 for the station. A good time was had by all, who shared snacks at break and engaged in conversation which always promotes good fellowship. Our organization received several good plugs on the air, which is priceless publicity; and which show the public that we have a good community spirit. We also signed up a new member from the Channel 56 staff. Future trips to the station will be planned and coordinated by Genevieve Sanders, of the Publicity Committee, so give her a call if you are interested in helping. We urge our other Divisions to use community service as a means of publicity and public image. Besides, it makes you feel good all over!

Barbara Sutton #385

WHO EVER HEARD OF A CHINESE AUCTION?

Ask Norm Smallwood - the new Fund Raising Chairman.

At the March General Membership Meeting Norm introduced those present to the joys of the Chinese Auction. The pace was quick and spirits high, as members paid 25¢ for the opportunity to bid first on a framed color picture of the B-52; and next a mystery package, which turned out to be a set of mugs. Norm will hold other Chinese Auctions from time to time; so come prepared with a pocket full of quarters and join the fun.

Big plans are in the works to raise the big $ we need to accomplish our goals. Watch for announcements as dates are set and plan to support your Yankee Air Force.

YANKEE AIR FORCE MEMBERSHIP MEETING

'Twas a cold and snowy evening
And a meeting at Tin Lizzie
Of the Membership Committee
That kept the Chairman busy.

We had more than a quorum
And a few just lookin' in;
Trying to pull the thing together,
Forging plans from where we've been.

We tried to base a budget
On the Roster now on hand;
New members and some dropouts
Make a difference - understand.

There were a few suggestions
And proposals for the Board
Who gets copies of the roster?
Round and round we went - oh Lord!

We discussed Life Membership
And Members who pass on;
Honorary and Memorials,
We could have talked 'til dawn.

In view of all the pros and cons
Proposals, votes and such,
The agenda, not quite covered,
But we did accomplish much.

Graham Armstrong #1322

YAF EXPLORERS NEWS

For the YAF Explorers February 16 meeting, we traveled to the Bendix Hangar at Metro-Airport. When we arrived, we got a surprise; a flight in a Bell Jetranger helicopter. Although the flight was the highlight of the trip, other things were done also, such as a tour of the aircraft in the hangar and a description of their operation at Detroit Metro Airport. We wish to thank the people at Bendix for allowing us to visit and especially for the helicopter ride.

Plans for the March 15 meeting are a talk by the F-101 VooDoo's Crew Chief on how to maintain the Explorers first aircraft, the F-101. Decisions will be made on our spring and summer plans; and weather permitting, a tour of the YAF's B-52D. Anyone who would like to join our post is welcome. There is a $5.00 fee for a one year membership. The next meeting will be held at the YAF Willow Run Hangar at 7:30 pm Thursday, March 15.

Ken Bogedain, Secretary

SALVAGE REPORT

Newspapers have been coming in better than one ton a month and if we all bring our old newspapers and our neighbors papers we can raise this to two tons a month.

Special thanks to Robert McLaughlin, YAF #030 for his help and also for the use of his pick-up to haul the newspapers to the scrap yard. Also thanks to the fathers and sons team of Henry Grudzien Sr., Jr. and his son John for their help in the scrap department.

The two eight inch steam lines and valves were finally removed from the C-47 Room by the Salvage Crew and a few Saturday volunteers.

I need about six men to work at least one day a week in the Salvage Department. If you wish to help, please call 697-0863. The Salvage Department is a little behind in schedule so more help is needed to bring it up to date.

The Salvage Department has an overhead 52,000 BTU gas furnace for sale for $30.00; also a 1965 Ford Mustang radiator for $15.00.

Special thanks goes out to Ken Mullins YAF #185 for bringing in over 700 lbs. sorted newspapers in one day. Thanks again Ken. Oh yes, thanks Bill Abbott for your help in loading up the newspapers. Since January 19, 1984 the Salvage Department sold 5,940 lbs. of papers, bringing in $114.20. Any time anyone wishes to work on Saturday and doesn't know whom to see, just look me up as I think I can help you. Final thanks goes to everyone that has brought in newspapers and salvage materials to the Salvage Department.

John Spellich #432

YANKEE AIR FORCE SECRETARY: AUDREY RAY (YAF #272)

by Sam Stephens

In the business world, it has been said that behind every successful executive stands a good secretary. Undoubtedly, the same can be said of a successful organization, be it profit-making or non-profit.

Indeed, the Yankee Air Force is fortunate to have the services of its very capable and conscientious Secretary, Audrey Ray. Too often, the position of Secretary in many an organization is looked upon as a "thankless" job. But Audrey Ray doesn't see it that way. In a real sense, her "thanks" come from seeing the Yankee Air Force grow and achieve its objectives. And also from meeting many wonderful new friends, her fellow members of the Yankee Air Force.

Audrey (as we have all noticed) is one of the two prettier YAF officers who sit at the head table conducting our general membership meetings. She took office as Secretary in January, 1983, after having worked diligently on several committees and projects including the first air show to be sponsored by the YAF in the summer of 1982. Audrey became a Yankee Air Force member in March, 1982, along with her husband, Bill (YAF #271) and son, Clinton (YAF #273) who now is Chairman of the Photographic Committee.

In addition to her regular duties as corresponding and recording Secretary, Audrey is responsible for obtaining the necessary licenses and permits for official YAF functions. She also finds time to help coordinate activities of the YAF News mail crew and lend a hand on the Social Events Committee of which she formerly was co-chairman.

But let's go back to the beginning. Attracted by an article about the Yankee Air Force in a Detroit newspaper, Audrey brought the story to the attention of her husband, Bill. Soon, Bill attended a member meeting to check out the organization -- and that did it!

Actually, the Yankee Air Force was a Ray family affair right from the start. "We had always wanted to participate in something together, as a family, and enjoy our common interest in aviation," says Audrey. "One way or another, our family has been involved with airplanes for a long time. Ever since Bill first started flying at Burns Airport at Plymouth and Telegraph Roads, years ago. I used to go along with him and read while he flew."

Earlier, Audrey Ray had her own experience in the aircraft industry. She was secretary to a Sikorsky engineer at the Detroit Nash-Kelvinator plant where Sikorsky helicopters were built for the Army Air Corps during World War II.

After her marriage to Bill, Audrey managed their home and raised three sons --Gary, Clint and Chris -- plus innumerable family pets. In 1969, she decided to return to work, landed a job with the Automobile Club of Michigan (three blocks from home!), and later transferred to the AAA office in Dearborn where she presently is the Actuarial Department Secretary. Audrey is a member of Professional Secretaries, International.

As those who know her will attest, Audrey Ray is multitalented, a person of many interests. One of her chief hobbies is gardening. She raises many flowers in the backyard of her Westland home, although tea roses are her favorite. Last year, Audrey earned a Master Gardener Certificate by completing a five-month course through the Wayne County Extension Service.

Another hobby is sewing and embroidery. Audrey makes many of her own clothes as well as clothes for her four-year-old granddaughter, Amy.

For family fun, Audrey and Bill Ray take to the road in their motorhome as often as possible. They have traveled and camped throughout Michigan and in Canada, Colorado, Arizona, California, in Montana's Glacier National Park and along the eastern seaboard.

In addition to the Yankee Air Force, Audrey and Bill are members of the Experimental Aircraft Association.

FORTY MISSIONS WITHOUT BEING SHOT DOWN

Sherman - Boos - Haggland - Walker
Baker - Krivonak - Jones - Jonke - Egleston - Goodwin

by Marvin Hoffrichter #994

In our membership we have located information given to us on a B-24 pilot named Howard Boos (YAF #176) living in Harper Woods.

Forty missions, (40) were flown by Howard Boos and crew in the Pacific Theatre of Operations, without ever being shot down. On their April the second mission the aircraft crew of Howard Boos participated in a mission over heavily defended enemy positions on Marcus Island. Just after having turned on the bomb run, their aircraft was hit by anti-aircraft fire, a large fragment of which entered the open bomb bay, ricocheting from the bombs in the racks, almost completely severing the catwalk, passing completely through the auxiliary bomb bay fuel tank and out the side of the bomb bay, just below the butt of the wing. Despite the concussion of the burst and the extremely accurate and intense anti-aircraft fire, the damaged plane continued on the bomb run and all the bombs were placed directly in the assigned target area. The cool courage in the face of great danger, the high degree of professional skill and devotion to duty displayed by each, exemplifies the highest traditions for the Army Air Forces. (Excerpt from official Air Corps report).

We learned quite alot by accident of Howard's missions with his crew. The crew of nine were a very close knit group and continue, even now, to keep in contact with one another. The names of the crew members and their respective ranks at that time are listed below: 1st Lt. Howard Boos, Pilot & Aircraft Commander; 1st Lt. Howard N. Sherman; 1st Lt. James L. Haggland; 1st Lt. Frank S. Walker, Jr.; T. Sgt. George J. Krivonak; S Sgt. Bill J. Egleston; S Sgt. Charles R. Jones; S Sgt. John A. Baker; S Sgt. Hersey Goodwin; and S Sgt. Arnold A. Jonke. Of the crew members, only S Sgt. Jonke is deceased.

For the April second mission, (the bombing of Marcus Island), the whole crew was awarded the DFC plus the Air Medal with 7 Clusters. We should be very proud to have Howard Boos as a member of the Yankee Air Force! Mind you, there are many other hero's we are learning about, and we can thank men such as Howard Boos, for the preservation of our freedom here in the United States.

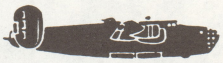
Howard was 23 years old, when he entered service in the Army Air Corps. He went through nine weeks of preflight training in PT-19s in San Antonio, Texas; following this Howard went through nine weeks of basic training in BT-13s at Waco, Texas. Advance training was nine weeks in duration in AT-17s in San Antonio, Texas. In January 1944 he was commissioned and received his wings. Following ten days leave at home, Howard received nine weeks of training in B-24s, at the plant where B-24s were built, at Fort Worth, Texas. He then went to Bakers Field, California, where the crew was assigned.

For extraordinary heroism on April 2nd and April 5th the entire crew received the Distinguished Flying Cross and the Air Medal, with 7 Clusters.

A list of the forty missions flown by the Howard Boos crew is listed:

A GOOD REMINDER

Forget the slander you have heard; -
Forget the hasty, unkind word
Forget the quarrel and the cause; -
Forget the whole affair, because
Forgetting is the only way. - Forget the storms of yesterday;
Forget the chaps whose sour face - Forgets to smile in any place
Forget the trials that you have had; Forget the weather if it's bad.
Forget the knocker, he's a freak - Forget him seven days a week.
Forget your not a millionaire, - Forget the gray streaks in your hair.
Forget the coffee when it's cold - Forget the kicks, forget the scold.
Forget to ever get the blues
BUT DON'T FORGET TO RENEW YOUR MEMBERSHIP!



MISSIONS FLOWN BY BOOS

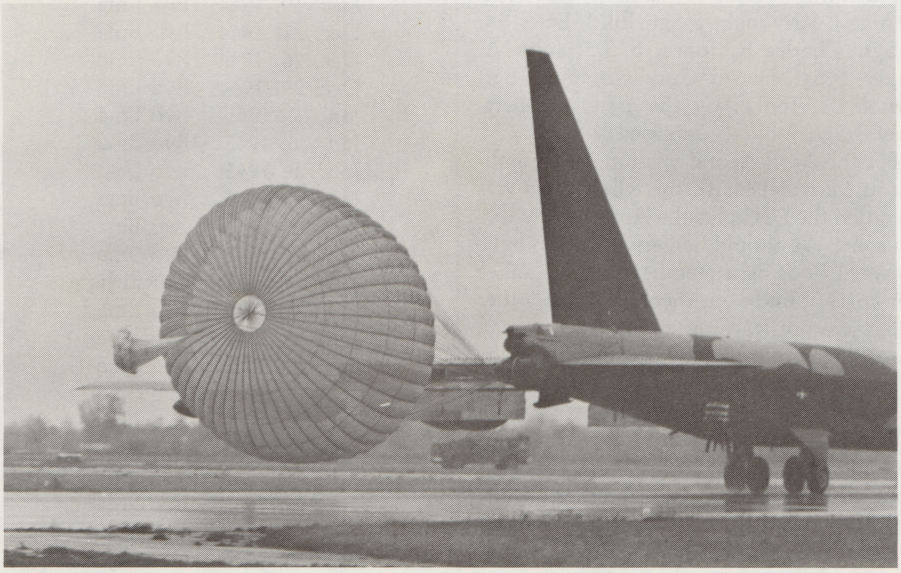
Dec. 1, 1944	Iwo Jima
Dec. 9, 1944	Iwo Jima
Dec. 15, 1944	Iwo Jima
Dec. 17, 1944	Iwo Jima
Dec. 19, 1944	Iwo Jima
Dec. 21, 1944	Iwo Jima
Dec. 26, 1944	Iwo Jima
Dec. 29, 1944	Iwo Jima
Jan. 2, 1945	Iwo Jima
Jan. 6, 1945	Iwo Jima
Jan. 8, 1945	Iwo Jima
Jan. 10, 1945	Iwo Jima
Jan. 12, 1945	Iwo Jima
Jan. 14, 1945	Iwo Jima
Jan. 19, 1945	Chichi Jima
Jan 22, 1945	Iwo Jima
Jan. 26, 1945	Iwo Jima
Feb. 2, 1945	Iwo Jima
Feb. 4, 1945	Iwo Jima
Feb. 8, 1945	Iwo Jima
Feb. 12, 1945	Iwo Jima
Feb. 16, 1945	Iwo Jima
Feb. 18, 1945	Iwo Jima
Feb. 21, 1945	Chichi Jima
Feb. 25, 1945	Chichi Jima
Feb. 27, 1945	Iwo Jima
Mar. 1, 1945	Chichi Jima
Mar. 8, 1945	Chichi Jima
Mar. 12, 1945	Chichi Jima
Mar. 16, 1945	Chichi Jima
Mar. 23, 1945	Chichi Jima
Mar. 26, 1945	Marcus
Apr. 2, 1945	Marcus
Apr. 5, 1945	Truk
Apr. 9, 1945	Marcus
Apr. 11, 1945	Truk
Apr. 13, 1945	Marcus
Apr. 16, 1945	Marcus
Apr. 21, 1945	Marcus
Apr. 23, 1945	Marcus

YES! MORE B-52!

1

2

3



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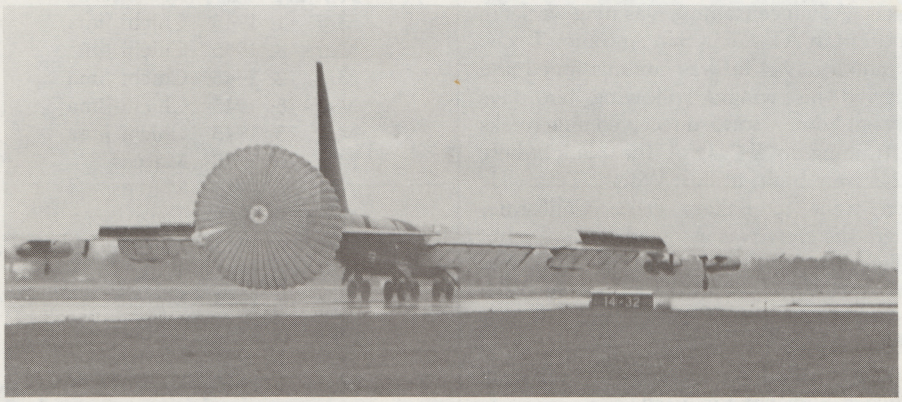


All photos by Stan Reich #055

F-101 NEARING COMPLETION

On March 10, the horizontal stabilizer was reinstalled on the VooDoo in an all day operation at Headquarters. Don Gillespie's crew, with some help from the Recovery Team Members who removed the tail at Dayton, finished late in the afternoon and she looks great! The A frame engine crane was used to lift the stabilizer the twenty feet required, but that wasn't high enough. A jack was installed under the nose to lift it, thus lowering the tail. This wasn't enough either, so Don Burke revved up our trusty hi-lo and placed the forks under the nose gear. The nose was raised about three feet, lowering the tail enough to install the stabilizer. After three hours of cussing, Don, Dan Miller, Bill Wier and Norm Ellickson working on the aerostands got the pins in and the controls hooked up. I'd like to know why it took all day for one stabilizer and only took 1½ hours to reinstall both wings last fall?!

The VooDoo will be moved outside soon and the engines reinstalled prior to painting. She should be ready by Memorial Day. Good job gang!

Dennis Norton #001

C-47 READY TO FLY

"Yankee Doodle Dandy", our C-47 has been under restoration since we purchased her from ERIM in Sept. '82. Fred Lockwood's crew has done a tremendous job with the reconstruction and restoration. The last item, the prop inspection has been completed and the props were reinstalled on March 7. Meetings with the FAA are taking place and paperwork is being filed for certification. No doubt, by the time you read this, the first flight will be very near. We'll try to publicize this flight as much as possible so everyone who wishes, can be present. We've already identified a number of qualified C-47 pilots, but more are needed. If you have over 1000 hours of P/C time in C-47s or DC3s and want to be considered for a position in our C-47, please send your qualifications to Dennis Norton, c/o YAF Headquarters as soon as possible.

1. B-52 at Willow Run just at the moment of touchdown on 5R. YAF President, Dennis Norton is at left in photo.
2. Continuing landing sequence, the drag chute pops open, spoilers pop-up.
3. Continuing landing sequence, she rolls past the intersection of 5R and 36.
4. Continuing landing sequence, rolling past intersection of 5R and 14-32.
5. Continuing landing sequence, off the runway, on the taxiway to YAF Ramp.
6. Thanks to WWJ, pilot Pat Monk and Strohs Jet Copter 95 for the Great air-to-air photos of the B-52 landing.

FUND RAISING CHAIRMAN NAMED

One of the most important and hardest positions to fill, has been taken by Norm Smallwood. The Headquarters Fund Raisers will now be coordinated and run by Norm. He's already run a very successful Chinese Auction, (see story of the Chinese Auction elsewhere in this issue) at the March 7, General Membership Meeting. Norm is planning a country music jamboree and a millionaires party. He really has some great ideas for fund raising and I encourage all other Divisions to contact Norm for ideas.

YAF ACCOUNTANT NAMED

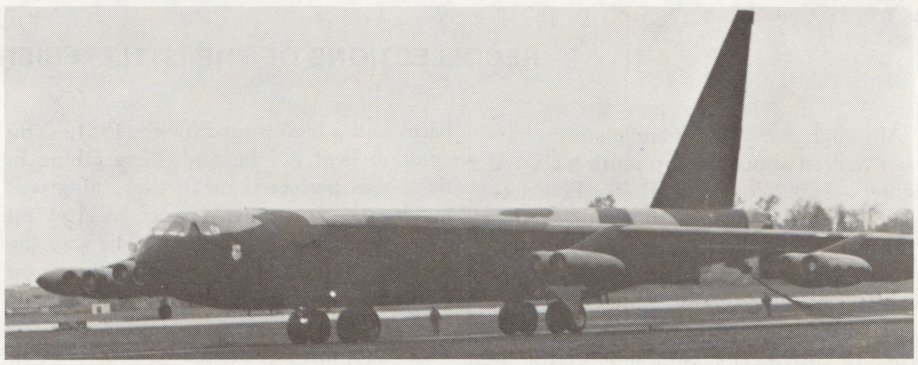
Jack Kurkowski, YAF#1625, who recently retired from Chrysler Corp. has been appointed as the YAF Accountant. His job will be to oversee the financial areas of the Yankee Air Force and compiling and preparing the year end statements and tax reports. Jack has worked as an accountant for GM, Ford, as well as Chrysler; and is well qualified and very interested in the YAF. He takes over from Skip Gillis of "Wright Griffin Davis Co." who has been working with us since the beginning and will continue to offer help and advice when needed. My congratulations to Jack and my sincere thanks to Skip for all the time he put in, helping the YAF get on its' financial feet.

NATIONAL COUNCIL OF CORVETTE CLUBS TO HOLD ITS' NATIONAL RALLY AT WILLOW RUN

Yankee Air Force Headquarters will host the 1984 Convention Rally for the National Council of Corvette Clubs on Tuesday, July 10 and Wednesday, July 11. The initial contact was made through Board Member Dave Cunningham and details are being worked out by the YAF President and Wayne County Road Commission Airport Manager Tim Ward. We'll be providing security for the airport, meeting rooms, food and tours of the Museum and YAF Aircraft. The ramp will be used for the Rally, with some of the events being held inside the Hangar if the weather is bad.

B-52 DEFUELING ASSISTANCE

The Yankee Air Force wishes to thank Vincent J. Held, Sr. and Liquid Transport Company of Taylor Michigan for the help in defueling the B-52. Mr. Held is the Terminal Manager for Liquid Transport Co. The B-52 was defueled in November.



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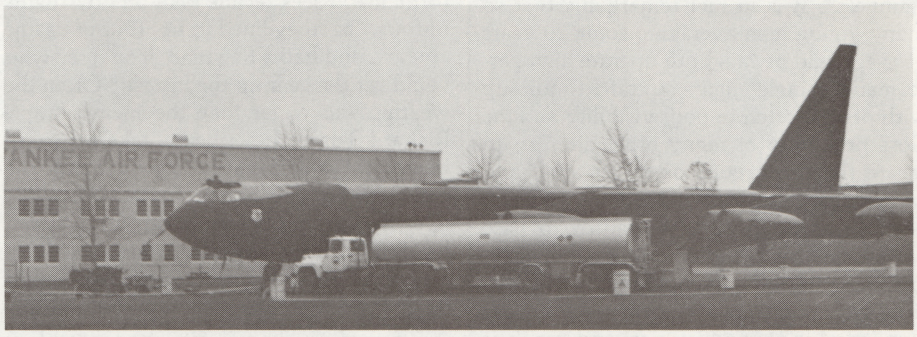

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RECOLLECTIONS OF THE LITTLE FRIENDS

Although many books and chapters have been written about the top scoring USAAF fighter aces of World War II - the Blakelees, Gabreskis, Gentiles, Johnsons, and Zemkes - the majority of the American fighter pilots seldom got one or two victories, if that. Nevertheless they endured the same risks and demanding operational conditions in order to provide back-up support for the "gunners". It is in fact remarkable that so many young men averaging some 20 years of age, could be taught to operate high performance, single engine aircraft; to join up with others, often in poor visibility and the close proximity of many other aircraft; to locate the rendezvous or target area, and carry out the assigned mission in the face of determined opposition; to return to base with so few casualties; and to do it all again and again until the required number of missions were completed. Wingmen seldom are mentioned in flying histories, and yet their experiences are more typical of the "average" fighter pilot.

Such an individual is Paul Klees of Buffalo, N.Y. Lt. Klees flew 65 missions in a P-51 Mustang, while attached to the 375th Fighter Squadron, 361st Fighter Group, at Little Walden, Essex, England, from June to December, 1944. During this tour he received credit for one FW-190 shot down,and he feels certain that he also downed a Bf-109, but it was not confirmed. Indirectly, Klees has received more recognition than most pilots, because the unit with which he was flying has become the subject of one of the best-known photos of WW II (see accompanying photo).

The first USAAF unit to fly combat missions in the Mustang was the 354th Fighter Group, beginning with a sweep over Holland and the French coast on December 1, 1943. Although the P-51 became one of the best aircraft of the war, it also had its teething problems. The 4th F.G., which ended the war with the highest total of enemy aircraft destroyed, flew their first P-51 mission February 28, 1944. Two weeks later, the group's Mustangs were grounded, because of numerous aborts attributed to rough engines, props throwing oil, coolant leaks, and auxiliary tank feed problems. At least five pilots went down in March because of coolant and engine failures, and several more were lost due to unknown causes. Replacement engines and props were in short supply for several months.

Klees recalled the spark plugs were so susceptible to fouling that his crew chief replaced them after each mission. His unit adopted a standard procedure of twice around the field upon take-off, wide open, to ensure that the plugs weren't fouled. Still Klees had a high regard for the P-51. "You couldn't beat it." he said. "Everything in there was perfect. I mean everything was handy; the instrument panel was set up right; your gears - your flaps. The way she handled, you could do almost anything you wanted to."

A lot was asked of those airmen forty years ago, just to turn in a satisfactory performance. Klees recalls take-offs by flights of four. ". . .they lined us up, four of us line abreast, and had a flag man. You'd see who could get the gear up the fastest." Often the weather was worse than the enemy. Capt. Richard Turner described a take-off in an overcast. "We ordinarily form up below the clouds, and get course to penetrate the overcast in tight formation on a strict heading without turns. But today the overcast was right down to the deck. We would be on instruments as soon as we became airborne." They were briefed to take off in pairs, penetrate the soup in a climbing left turn, and form the group above the overcast. "With my eyes glued to the needle, ball, and airspeed indicator we flew on and on for what seemed hours," Turner wrote. "I wanted to steal a peak to see if Klopotek was still with me, but I didn't dare take my eyes from the instruments lest I lose concentration, and cause us both to spin out." Miraculously, everyone made it; a testament to their training and preparation.

Lt. Paul Klees and crew chief. Also visible is the aircraft's yellow nose, which Klees said was, ". .terrible for glare."

The bomber crews loved the Mustang, because it was the only fighter with sufficient range to escort them all the way to their targets. But this solution caused new problems, one being pilot endurance. The average pilot carried about 80 pounds of equipment, including life jacket, parachute, helmet and oxygen mask, bail-out bottle, escape kit, dinghy, side arm, and any other items the individual personally felt was necessary. Tight straps across the lap and shoulders secured him in the seat, on top of the dinghy, for up to 6 hours. This universal discomfort prompted the adoption by the 356th F.S. of a dancing red ass as their squadron insignia. For Paul Klees, a partial solution was provided by his crew chief, in the form of an inflatable doughnut-shaped cushion. As he gained altitude, he would bleed out some air in order to maintain the same height in his seat.

Another problem arising from the Mustang's range was its ability to fly farther than there was oxygen for the pilot. The technical people quickly came up with field kits to increase capacity. Oxygen was so vital to combat at altitude, that seemingly small mistakes could be fatal. Klees recalled a mission he was lucky to finish, because his aircraft fell from 26,000 to 8,000 feet before he recovered from lack of oxygen. Upon returning to base, he discovered the cause was a malfunctioning valve in his oxygen mask. Capt. Turner experienced a 20,000 ft. spin because he blacked out from oxygen starvation. Upon completing the day's mission, he was informed that two of his pilots were lost, so he took off to search for them. His fuel tanks had been refilled, but not the oxygen supply.

One characteristic of most pilots is their willingness to swap stories. Many books have been published by and about Mustang pilots, a few of which are noted below. Paul Klees is a distant relative of YAF member Dick Kolbas, to whom he gave a lengthy interview in November, 1983. Soon the cassett and a transcript of this interview will be available as part of the YAF Museum Oral History Project.

For further reading:

Escort To Berlin by Garry L. Fry and Jeffrey L. Ethell

Big Friend, Little Friend by Richard E. Turner

Pursue & Destroy by Leonard "Kit" Carson

— Jim Hanford

DON'T FORGET TO GET YOUR YAF FLIGHT PAY LOGBOOKS FILLED OUT FOR ALL PARTICIPATION IN YAF ACTIVITIES

LOG OF THE LIBERATORS

"By this time the Liberator had achieved an outstanding reputation in some areas, but the Flying Fortress was still the symbol of all that was fine and desirable in a four engined bomber. Crews had an inbuilt preference for the Fortress, and the maligning of the Liberator was so far-reaching in its effects that one group of trainee crews at March Field in California were taken out to the flight line to watch as a pilot flew a Liberator low over the field, with his radio hooked up to a loudspeaker on the ground. The pilot was a Consolidated man, and he broadcast all his intentions, along with a little sales pitch on the old B-24. He banked and made low turns over the field with one engine off (it didn't fall straight down), then two off (it didn't fly like a rock), and finally three off. Some happier crews walked away, but they still had time to compose poems like *The Unsung Hero's Lament.* Nobody knows who wrote it, but it turned up in the 484th Bomb Group, training in Kansas prior to moving to Italy to join the Fifteenth Air Force. The poem recounted the story of a B-24 pilot who made it to the Heavenly Hall of Fame, where he was called upon to give his qualifications to be there with the likes of Julius Caesar, Ulysses S. Grant, and others. His credentials were his flights in the Liberator. . .

For there's a sort of maniac madness in the superchargers' whine,
As you hear the ice cubes tinkling in the Turbo-Balance line,
And the runway strips are narrow, but the snow banks, they were wide,
While the crash trucks say, in a mournful way, you're on your final ride.

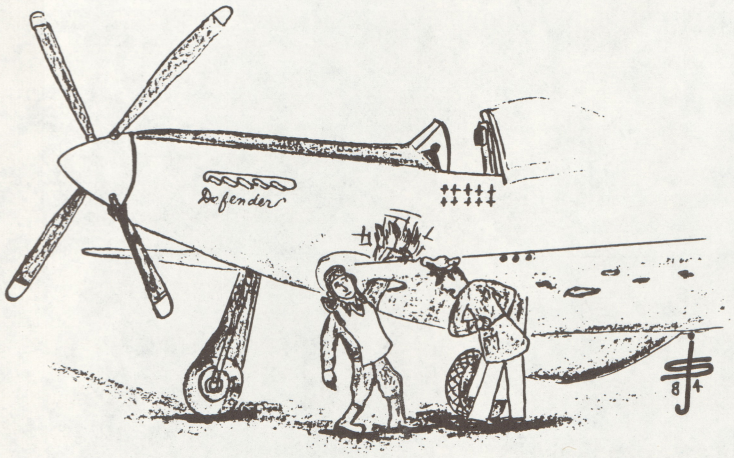
The nose gear rocks and trembles, for it's held with bailing wire,
And the wings are filled with thermite, to make a hotter fire,
The camouflage is peeling off, it lends an added luster,
While pilot heads are filled with lead to help the load adjuster.

The bomb bay doors are rusted, and close with a ghastly shreik,
And the Plexiglas is smeamed with some forgotten oil leak,
The oleo struts are twisted, and the wheels are not quite round,
And the bulkheads thin (Ford builds with tin) admit the slightest sound.

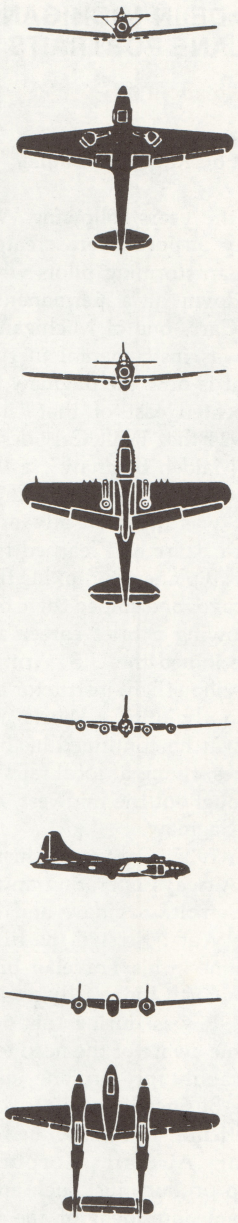
You taxi out on the runway, 'mid groans of tortured gear,
And you feel the check-rider's practiced teeth, gnawing your tender rear;
The co-pilot sitting on the right, in a liquor-laden coma,
Mingles his breath, like the kiss of death, with the put-put's four aroma.

So it's off in the overcast yonder, though number one is missing,
And the hydraulic fluid escaping, sets up a gentle hissing,
The compass dial is spinning in a way that broods no stopping,
And row by row, the fuses blow, with an intermittent popping.

It was named the "Liberator" by a low and twisted mind. . .
And so on, for a couple more verses.)



"NONSENSE! INTELLIGENCE REPORTED THAT A.A. BATTERY WAS DESTROYED WEEKS AGO. STOP WAVING YOUR HAND AT ME!"



THE YANKEE AIR FORCE

Each Yankee Air Force member
Who has something to remember
About the War Birds of the sky
Can give you many reasons why
They started their Museum
And bought planes, so we could see 'em
They also have an Explorer's Post
We know these kids will get the most
Not only help, but inspiration
And an education in aviation
So, here's to every member
Who has given things to remember
About War Birds and aviation
And the freedom of this nation

by Barbara Esseltine

MADE IN MICHIGAN PLANE PORTRAITS

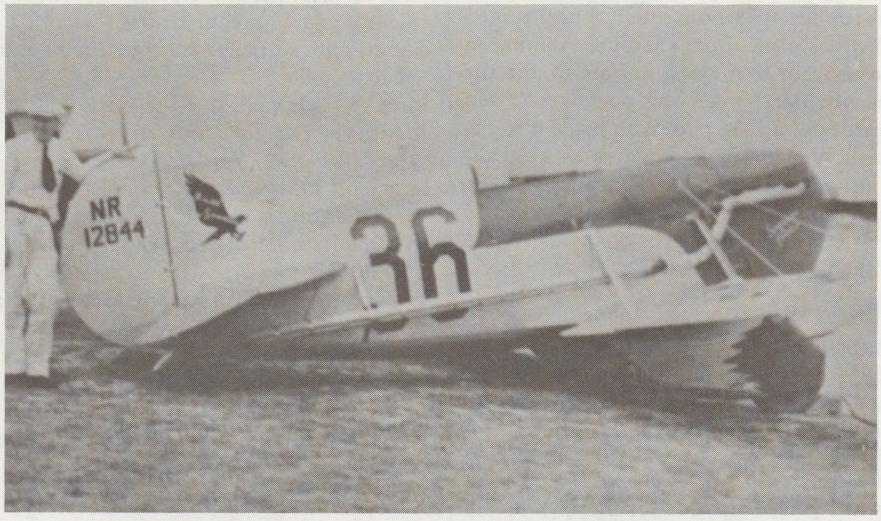
by Robert F. Pauley

During the years following World War One, many airports were created by the post-war barnstorming pilots who wanted to settle down at a permanent location Walter J. Carr, one of Michigan's pioneer aviators, was instrumental in forming an airport that is now the Saginaw Municipal Airport located east of that city. It was there in 1924 that Walt Carr designed and built his "Maiden Saginaw", a three-place high-wing cabin monoplane with cantilever wings that was quite an advanced design for that era. Carr had learned to fly a 50 H.P. Curtis Biplane after taking flight training in Chicago, and soloed there on June 15, 1914. Following a brief career as a barnstormer he joined the U.S. Army Air Service as a civilian flight instructor and taught students to fly during World War One. After the war he continued his barnstorming activities, flying at local fairs and other events throughout the midwest, eventually settling in Saginaw.

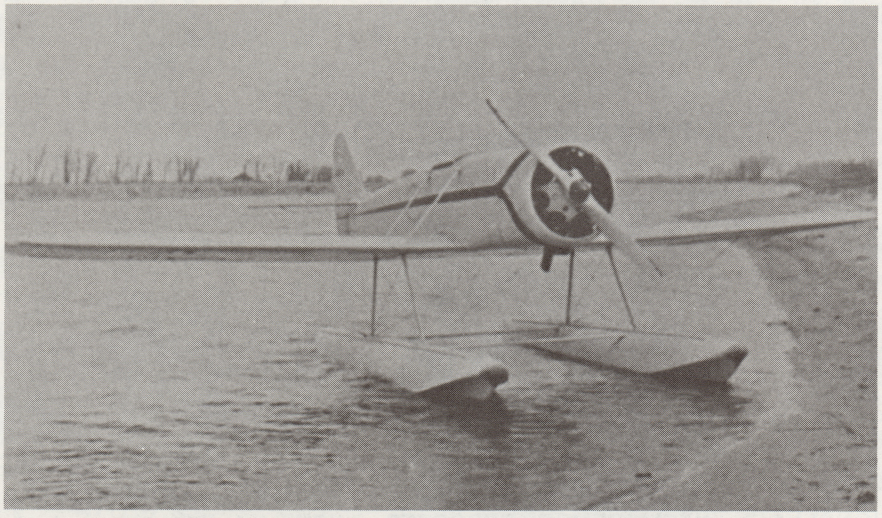
Later, in 1927, Carr was Chief Pilot for Northern Airways operating an air service between Detroit, Saginaw and Bay City. That same year he tested the first Warner Scarab engine in his Travelair biplane and proved its worth by test flying it for over 150 hours. It was during this period that Walt became aware of the need for a small, compact cabin-type airplane suitable for use by the businessman pilot, so with the help of a friend,, J.E. Behse, he formed the Paramount Aircraft Corporation in Saginaw to produce just such an airplane. Behse became president of the new company and Walt Carr became vice-president, chief engineer and test pilot when the company was incorporated in August 1928 to build the Paramount Cabinaire.

An air of mystery surrounds the history of the first Cabinaire and details about it seem to have been lost in the passing of the years. No records of a prototype (serial number 1) exist in the FAA files, but it is assumed that such an airplane was actually built using the wings and tail surfaces from Walt's old Travelair, by replacing the two-place open cockpit fuselage with an enclosed cabin design. It was powered by the number one Warner Scarab engine that Walt had tested earlier. Apparently this prototype was used to prove the worth of the design and was then later dismantled.

Paramount "Cabinaire" NC-55IV (Serial Number 9) was the last of the series built by the Saginaw aircraft manufacturer. Photographed at Detroit City Airport in December 1941. (Photograph by Robert Mosher).



Walter Carr with his OX-5 powered "Carr Special" Raceplane, in which he won many local air races in the Midwest. (Photo from R.F. Pauley Collection).



The Paramount "Sportster" Floatplane in which J.E. Behse, the Company President, was killed during a test flight. (Photo from R.F. Pauley Collection).

The first true Cabinaire was serial number 2 (resignation number X-4254) which still used parts from the old Travelair and had the "elephant ear" (balanced) type of ailerons on the upper wing and the old shock cord type of landing gear. It was a 3 or 4 place cabin biplane powered by a 110 hp Warner Scarab engine. One easily recognizable feature of all Cabinaires was that the upper wing was mounted above the cabin on short cabane struts.

There apparently was a demand for the Cabinaire because the company built 5 airplanes (serial numbers 2 through 6) during their first year of business. These airplanes were all powered by the 110 hp Warner engine but, unlike serial number 2 had conventional inset ailerons and air/oil shock struts for the landing gear. In July 1929 Paramount built Cabinaire number 7 that was powered by a Wright R-540 J6-5 engine of 165 hp instead of the Warner. This airplane was used to obtain the Approved Type Certificate (A.T.C. No. 265) for the Cabinaire Model 165, that was awarded to Paramount on November 2, 1929, and which also carried approval for the previously built Warner powered versions. Unfortunately the Fall of 1929 was also the start of the "Great Depression" and the demand for a private airplane selling for $7200.00 no longer existed. Only two more Cabinaires were produced after that date, serial numbers 8 and 9. The last airplane (number 9) was built in March 1930 and differed from the others in that it was powered by a 165 hp Continental A-70 engine. Unable to sell any more airplanes the company ceased operations in June 1932 and Walter Carr moved on to other aviation activities. Using the fuselage from his old Travelair, which was all that was left of it, he built the Carr Special an OX-5 powered low-wing racing plane known as the "Saginaw Junior", and with it he won a number of air races in 1932 and 1933. In the mid-1930's he delivered a Stinson Model "A" Tri-Motor to China and helped to form the first Chinese air line. For over a year he flew the Canton to Nanking to Hanoi, Vietnam route for the new airline, eventually returning to the United States in 1937. During 1938 Walt test flew the Michigan-Built Abrams "Explorer" and served as test pilot during that plane's development program. When World War Two started he joined the U.S. Air Transport Command where Major Carr became the personal pilot for then Secretary of State James F. Byrnes, flying on many overseas trips.

After the war Walt Carr returned home to Michigan and joined the Michigan Department of Aeronautics where he served as an inspector of all airports and flying schools in the licensing and enforcement division. Among Walt's other duties was the responsibility of flying the Governor of Michigan and other dignitaries about the state. He retired fron the Department of Aeronautics in 1963. After accumulating over 25,000 hours of flying time. Walter Carr died on June 19, 1970 in Lansing at the age of 74, bringing to an end the long and exciting career of one of Michigan's pioneer aviators.

In 1932, after Paramount had folded, ex-president J.E. Behse built an airplane, of his own design, the Paramount "Sportstar" Floatplane, a pretty, low-wing two-seat design mounted on twin floats. He was later killed in this airplane when, for reasons unknown, it dove into the Saginaw River.

Specifications for the various Cabinaires varied from one model to another and the following data applies to serial number 7, the Wright J6-5 powered version. The fuselage was of steel tube construction covered with fabric and with provisions for four upholstered wicker seats. The neat cabin was upholstered in velour with nickel trim. The control stick was centrally located between the two front seats and the wheel brakes were operated by small levers mounted on each side of the stick. The fabric covered wings were all of wood construction and used the "Carr" airfoil. Wing span was 34'-8" upper, 29'-0" lower, and the length was 23'-9". The empty weight was 1620 pounds and the gross weight was 2630 pounds. Cruising speed was 90 mph and the maximum speed was 103 mph. The Cabinaire carried 42 gallons of fuel in two upper wing tanks which gave it a range of 465 miles. A brief history of each Cabinaire built by the Paramount Aircraft Corporation follows:

Serial No. 2
X-4254 Second prototype, built Sept. 1927. Warner 110 hp engine. Wooden propeller. "Elephant ear" ailerons and shock cord landing gear, later changed to air/oil strut. Sold Nov. 6, 1928. License cancelled March 28, 1932.

Serial No. 3
N-7930 Warner 110 hp engine. Sold Dec. 28, 1928 to B.T. Hammond, Owosso, Mich. for $5760.00. Later bought by Abrams Aerial Survey and used for Aerial Photography. License cancelled March 4, 1930.

Serial No. 4
N-7931 Warner 110 hp engine. Used by Erie Isle Airways. Put-In-Bay, Ohio in 1936. Engine later changed to 125 hp Warner Scarab. Crashed Nov. 1, 1937 at Hartung Airport in Roseville, Mich. Two killed, one injured.

Serial No. 5
N-387 Warner 110 hp engine. Had "elephant ear" ailerons. Used by Viola Gentry, Orange, N.J. for an attempt at breaking the refueling endurance record. A 72 gallon fuel tank replaced the front seats in addition to the standard 42 gallon wing tanks. Plane was named "The Answer". Failed on first attempt Jan. 21, 1929. Crashed near Roosevelt Field, New York on second attempt June 28, 1929 killing co-pilot and severely injuring Miss Gentry.

Serial No. 6
N-587 Warner 110 hp engine. Owned by Universal Engineering Co., Frankenmuth, Mich. Had NACA type engine cowling.

Serial No. 7
N-17M Wright J6-5 165 hp engine. Mfg. July 15, 1929. Flown by Walter Carr in 1930 National Air Tour. Finished in 15th place. Used by Erie Isle Airways, Put-In-Bay, Ohio in 1935-1936. Still in existence awaiting restoration in Florida.

Serial No. 8
N-655W Warner 110 hp engine. Details of ownership unknown.

Serial No. 9
NC-551V Originally built with 110 hp Warner engine. Later switched to 165 hp Continental A-70 engine. Built March 4, 1930. Sold for $200.00 in August 1932 when Paramount went into receivership License cancelled October 16, 1941.

YANKEE AIR FORCE

Corrections for March Issue

BUFF BRIEFS not Buf Briefs.

Assistant Crew Chief is Rick Koski, 753-4763 not Hank Koski.

Earl Hewett not Earl Hewitt.

DO YOU KNOW AVIATION HISTORY? TRY THIS QUIZ!

by Jack B. Stankrauff

Test your knowledge with the following questions about general aviation history. The answers are at the end (no fair peeking!).

1. The Continental United States was bombed several times by the Japanese with:
   A. Balloons with bombs attached.
   B. A fighter plane launched from a submarine.
   C. Both of the above.

2. The first jet ace was:
   A. Capt. James Jabara with 15 MIG kills.
   B. Capt. Joseph McConnell with 16 MIG kills.
   C. Lt. Col. Heinz Baer with 16 kills.

3. At its height of production, the Ford Willow Run Bomber Plant produced a B-24 every:
   A. 47 minutes.
   B. 63 minutes.
   C. 58 minutes.

4. The Ford Willow Run Bomber Plant produced a total of:
   A. 6,402 B-24s
   B. 7,508 B24s
   C. 8,685 B-24s.

5. The first organized airmail service was established:
   A. When Gelber Hund delivered mail to Damstadt, Germany on July 14, 1911.
   B. In Britain where on September 9, 1911 an airmail route was started in commemoration of King George V's Coronation.
   C. When New York to Boston service was started on July 18, 1918.

6. The first bombing attack using aircraft launched from a ship at sea was made by:
   A. The French when a flight of Nieuports attacked the Turkish Naval base at Gallipoli in 1916.
   B. The British when a flight of Camels attacked the German zeppelin sheds at Tondern in 1918.
   C. The Americans when a flight of Martins attacked the naval base at Hamburg in 1917.

7. Commander Richard E. Byrd beame famous for the first flight over:
   A. The North Pole.
   B. The South Pole.
   C. The North and South Poles.

8. U.S. bomb tonnage dropped during the Vietnam War was:
   A. Double the U.S. amount dropped during World War II.
   B. Triple the U.S. amount dropped during World War II.
   C. Quadruple the U.S. amount dropped during World War II.

9. The variable sweep (swing wing) concept applied to the U.S.A.F.'s F-14, F-111 and B-1 was originated by:
   A. The Luftwaffe in World War II.
   B. The French in their Mirage fighter in 1947.
   C. The Russians in their MIG-23 in 1961.

10. Japanese airmen studied the British attack on the Italian naval base at Taranto in preparation for the:
    A. Singapore naval base attack.
    B. Midway Island attack.
    C. Pearl Harbor attack.

11. The first practical, wide-spread use of helicopters occurred:
    A. Deploying Marine squads for behind-the-lines raids during the Korean War.
    B. Evacuating wounded to field hospitals during the Korean War.
    C. Air and sea rescue missions for downed airmen.

12. A deliberate bending of the 1922 Naval Disarmament Treaty tonnage rules enabled the United States to construct:
    A. The Lexington and Saratoga aircraft carriers.
    B. The Langley and Ranger aircraft carriers.
    C. The Wasp and Enterprise aircraft carriers.

13. Floyd Bennett became the first pilot in a Ford Tri-Motor to fly over the:
    A. North Pole.
    B. South Pole.
    C. The Great Circle Route.

14. Today's commercial jets in the United States annually carry:
    A. 100 million passengers.
    B. 300 million passesngers.
    C. 500 million passengers.

15. Soviet ballistic missiles were detected on the island of Cuba in 1962 by:
    A. A flight of U.S Navy jets who strayed off course.
    B. An RB-47 conducting a routine surveillance overflight.
    C. A S.A.C. U-2 aircraft.

16. In all of the insignia created by Walt Disney during World War II, what character was most popular?
    A. Mickey Mouse.
    B. Pluto.
    C. Donald Duck.

17. Arresting gear, a standard feature on aircraft carrier decks, was an invention of the:
    A. The French who installed on their carrier, Bearn, in 1921.
    B. The Americans who made a system of wires and hooks aboard their Langley in 1919.
    C. The British who first used it on the H.M.S. Furious in 1917.

18. During World War I, after Baron Von Richtofen was shot down, which of the following took command of the Richtofen Flying Circus?
    A. Ernst Udet.
    B. Max Immelman.
    C. Hermann Goering.

19. What flier was mistakenly awarded the medal of Honor during World War II for something he didn't do?
    A. Maj. Joseph Bong.
    B. Capt. Colin P. Kelly.
    C. Lt. Edward "Butch" O'Hare.

20. Who originated the idea of bombing Tokyo with bombers launched from an aircraft carrier?
    A. Air Force General Jimmy Doolittle.
    B. Navy Capt. Francis S. Low.
    C. Admiral Ernest King.

ANSWERS:

1-C—On September 9, and again on September 29, 1942, a pontoon-equipped Zero launched from a submarine, failed twice to start forest fires in Oregon with incendiary bombs. Thousands of paper balloons were launched from Japan in late 1944 and early 1945. Only 300 reached North America to start several fires and kill six Americans; 2-C—Baer scored flying an ME 262 jet during the closing days of World War II; 3-B; 4-C; 5-B; 6-B; 7-B; 8-B; 9-A; 10-C; 11-B; 12-A; 13-A; 14-B; 15-C; 16-C—Donald Duck was featured in over 400 insignia. The second favorite was Pluto; 17-C; 18-C; 19-B—he was credited with a Jap battleship, but really damaged a cruiser; and 20-B.

RATE YOURSELF:

15 to 20 right: You rate as a Squadron Commander.

10 to 15 right: You can stay on as a full-fledged Aircraft Commander.

5 to 10 right: You're allowed to remain as a crew member.

0 to 5 right: You can hang out with the ground crew, but only once a month.

YANKEE AIR FORCE

WILLOW RUN DIVISION

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MAY 28, 1984 AT

WILLOW RUN AIRPORT - YPSILANTI, MICHIGAN

BLDG. 4021, EAST SIDE OF AIRPORT OFF BECK RD.

CALENDAR

April

1. YAF Museum opening on regular basis (?)
4. Willow Run Division Membership Meeting; 7:30, (WR).
4. Northeast Division Membership Meeting; 7:30, (NE).
10. Saginaw Valley Division Board Meeting, (SV).
11. Mid-Michigan Membership Meeting; 7:00, (MM).
11. Deadline for items to be added to Willow Run Board Meeting Agenda.
17. Saginaw Valley Division Membership Meeting, (SV).
18. Willow Run Division Board Meeting; 7:30, (WR).
19. Willow Run Division Explorer Group Meeting; 7:30, (WR).
21. B-52 Squadron Meeting; 10:00. (WR).
24. Wisconsin-Illinois Division Board Meeting, (WI).
25. Mid-Michigan Division Board Meeting; 7:00 (MM).
25. New deadline for YAF News items for the June Issue, (Please Note).

May

1. First test flight of YAF-C-47, (tentative).
2. Willow Run Division Membership Meeting; 7:30, (WR).
5. YAF Library Opening on Regular Basis, (WR).
8. Saginaw Valley Division Board Meeting, (SV).
9. Mid-Michigan Division Membership Meeting; 7:00, (MM).
9. Deadline for items to be added to Willow Run Board Meeting Agenda.
15. Saginaw Valley Division Memberhip Meeting, (SV).
16. Willow Run Division Board Meeting; 7:30, (WR).
17. Willow Run Division Explorer Group Meeting; 7:30, (WR).
19. B-52 Squadron Meeting; 10:00, (WR).
20. Flint Fly-In; (?), (MM).
22. Wisconsin-Illinois Division Board Meeting; (WI).
28. Memorial Day YAF B-52 FORMAL DEDICATION & FLY-IN! (WR).
30. Mid-Michigan Division Board Meeting; 7:00, (MM).
30. Deadline for YAF New items for the July Issue.

Coming Events:

June - Kalamazoo Air Show
Selfridge ANGB Open House, (Tentative).

July - Saginaw Air Show.

Aug. - EAA Oshkosh.
Flint Air Show.

Stan Reich, #055

LIKE TO SPIN A YARN?

Anyone wishing to donate yarn for Afghans which will then be raffled off for B-24 Fund Raising, please contact Joan Thomas.

Help!!!

YAF Members who wish to take an active part in the RF-84-15 restoration, please contact Crew Chief Ralph Gilpin at 469-8831, (home) or 225-0536 (office). Work assignments are now being made.

YAF NEWS ADS

In our continuing efforts to expand this publication, we are seeking additional advertisements to help defray the costs. If you or a company you know of would like to advertise in the YAF News, please call John Syler, Dennis Norton or Frank Modlinski. We will design and set up the ads. Ads can be run once or on a monthly basis, with discounts given for larger size and/or 1 year contracts. Please help the YAF News expand and please support our advertisers.

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